ANORE TED AUTOMOBILISTS

of Indian Transport.

for the second return to the control of the contr

mittee of the A. A. A. contest board.

Prior to the slart the makers must file with the centest board fuelr stock car certificates, in which they describe minutely every mechanical part on the competing machines. These stock car certificates are filed by the maker alone and sworn to before meet by the maker alone and sworn to before a natary public. When the machines are inspected by the members of the technical committee they must conform in every particular to the descriptions in the sace, car certificates. Absolutely nothing but stock cars can be started in either division, in addition to the catalogue number of passengers the cars must carry the full equipment advertised by the manufacturers. All of the cars will start from tincinnate. passengers the cars must carry the full equipment advertised by the manufacturers. All of the cars will start from Unionativith clean scores. There is to be an official observer on each competing machine, and the observers, as far as can be arranged, wall ride each day dura different car. They are to make written reports daily to the rechnical committee of everything that has taken place in connection with the car they have been observing. Each adjustment, made or part replaced on a car during its allotted running time between controls is to be noted by the observer and charged for in points according to a primed schedule of penalty charges in the rules. Practically mothing can be done to a car after it is checked out without penalties being imposed aside from replacing tires or rims.

Not more than three cars of any case make can compete in either body equipment class of the tour. All fools used on the rip must be carried in a special bag provided for that purpose san this bag must be constantly unner the control of the observer. Any attempt at fraud in the evasion of the stock car definition or status of a car on the part of an entrant disqualifies the car, the entrant and the driver. An inventory must be furnished to the technical committee prior to the start of the tour of each extra part carried in a car.

George Rebertson, one of the most sug-

George Robertson, one of the most successful racing drivers in this country, is to drive a Benz var in the Vanderbill cur race on Detober 1, in the Fairmount Park road race on Getober 8 and in the road race on Getober 5 and in the road race on Getober 12 for the Grand prize gold cup of the Automobile with of America in 1908 Robertson won both the Fairmount Park and Vanderbill cup races with Locomobiles, and last year he won the Egirnionni Park and Lowell races with Simplex stock chalsace.

chasses.

Robertson has been engaged by Jesse Froehlich, head of the Benz importing from in this countr., who will also have thereby. Barney Oldfleid and E. A. hearne, the roung Chicagons, as pilots for Benz cars in real and track races and hill chimbing contests. Hearne, who made he are now scholl when

city limits and eight miles an hour outside the city.

The hare will proceed to a destination makbown to any one save the occupants of the pursued car, taking a circuitous route likely to throw the pursuers off the scent at various points. Confetti will be stream on corners where turns are made and this will be the only means the hounds will have of following the scent. The destination will be a country hotel, where a short tinner will be awaiting to award both hare and "hounds." The driver of the car first overtaking the leader will receive a unique trophy, while prizes will be presented to each occupant of the car. If two hours after the start any of the hounds have lost the trail and want to give up the chase they may asceptain the destination of the hare by telephoning

AUTOMOBILES.



LIGHT WEIGHT

ISOTTA FRASCHINI,

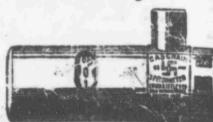
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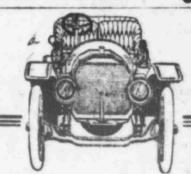


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Our Mr. E. S. Partridge recently returned from the factory, where he arranged for an additional allotment of Stearns cars to meet increasing requirements for the summer months.

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- Following closely, as it did, the wonderful coast to coast trip, by the Southern route, of Mr. W. H. Hanson and family in their Stearns car, these two recent endurance feats speak for themselves. Mr. Hanson's Stearns is the first automobile to make this trip through the heretofore impassable Louisiana swamp and the Nevada desert.

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